

Amendments to the Claims

The following listing of claims replaces all prior versions of the claims and all prior listings of the claims in the present application.

Claims 1-30 (canceled)

Claim 31 (currently amended): A tyre for a ~~four-wheeled~~ vehicle wheel, comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves; and

at least one third row of grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre, ~~and~~

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint, and

wherein the grooves of a first lateral row comprise a form different from the grooves of a second lateral row.

Claim 32 (previously presented): The tyre of claim 31, wherein a maximum distance between two points of each groove of the at least one third row, measured in a circumferential direction, is greater than a length of the tyre footprint when the tyre is inflated to nominal operating pressure and subjected to nominal load under static conditions.

Claim 33 (currently amended): The tyre of claim 31, wherein each groove of the at least one third row comprises a ~~substantially straight~~ substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre.

Claim 34 (currently amended): A tyre for a vehicle wheel, comprising:
a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves; and

at least one third row of grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein each groove of the at least one third row comprises a ~~substantially straight~~ substantially straight portion extending, at a predetermined inclination angle with respect to the

equatorial plane of the tyre, between a first end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre, and

wherein the grooves of the at least one third row comprise two end portions of the ~~substantially straight~~ substantially straight portion shaped according to curved arcs having opposite curvatures to one another.

Claim 35 (canceled)

Claim 36 (previously presented): The tyre of claim 31, wherein each groove of a first lateral row:

starts from a first shoulder end of the tyre; and

ends in a first straight portion forming an acute angle having a predetermined value with respect to the equatorial plane of the tyre;

wherein the first straight portion comprises a direction opposite to that of a second straight portion of each groove of a second lateral row with respect to the equatorial plane of the tyre.

Claim 37 (previously presented): The tyre of claim 31, wherein the grooves of a first lateral row extend from a shoulder end of the tyre with inclinations comprising, with respect to the equatorial plane of the tyre, a direction opposite to that of the grooves of a second lateral row.

Claim 38 (currently amended): A tyre for a vehicle wheel, comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves;

at least one third row of grooves; and

a fourth row of grooves circumferentially spaced from one another;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein the fourth row of grooves is separate from the lateral rows of grooves and the at least one third row of grooves,

wherein the grooves of the fourth row start from a shoulder end of the tyre, between two adjacent grooves of a first lateral row, and

wherein the grooves of the fourth row end between two adjacent grooves of the at least one third row.

Claim 39 (currently amended): The tyre of claim 38, wherein:

the grooves of the first lateral row and the grooves of the at least one third row form first trajectories;

the grooves of the fourth row and the grooves of a second lateral row form second trajectories;

the first and second trajectories alternate with one another;

the first and second trajectories are circumferentially spaced;

the first and second trajectories comprise a ~~substantially-undulating~~ substantially undulating shape with peaks aligned on a circumferential plane parallel to the equatorial plane of the tyre;

the first trajectories comprise an interruption between the grooves of the first lateral row and the grooves of the at least one third row; and

the second trajectories comprise an interruption between the grooves of the fourth row and the grooves of the second lateral row.

Claim 40 (previously presented): The tyre of claim 31, further comprising:
a fifth row of grooves arranged between the lateral rows;
wherein the grooves of the fifth row are circumferentially spaced from one another,
wherein the grooves of the fifth row are separate from those of the lateral rows of grooves
and the at least one third row of grooves, and
wherein the at least one third row of grooves and the fifth row of grooves are symmetrical
with one another relative to the equatorial plane of the tyre.

Claims 41-46 (canceled)

Claim 47 (currently amended): A tyre for a vehicle wheel, comprising:
a tread band;
wherein the tread band comprises:
a tread pattern;
wherein the tread pattern is defined between two shoulder ends of the tyre,
wherein the shoulder ends of the tyre are axially opposite one another relative to an
equatorial plane of the tyre, and
wherein the tread pattern comprises:
two lateral rows of grooves; and
at least one third row of grooves;
wherein the at least one third row of grooves is arranged between the lateral rows,
wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint, and

wherein paths exist along a rolling surface of the tread pattern from a first shoulder end of the tyre to a second shoulder end of the tyre without crossing any of the grooves, and

wherein the grooves of a first lateral row comprise a form different from the grooves of a second lateral row.

Claim 48 (previously presented): The tyre of claim 47, wherein a maximum distance between two points of each groove of the at least one third row, measured in a circumferential direction, is greater than a length of the tyre footprint when the tyre is inflated to nominal operating pressure and subjected to nominal load under static conditions.

Claim 49 (currently amended): The tyre of claim 47, wherein each groove of the at least one third row comprises a ~~substantially straight~~ substantially straight portion extending, at a

predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from the first shoulder end of the tyre, and a second end, far from the second shoulder end of the tyre.

Claim 50 (currently amended): ~~The A tyre of claim 49~~ for a vehicle wheel, comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves; and

at least one third row of grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein paths exist along a rolling surface of the tread pattern from a first shoulder end of the tyre to a second shoulder end of the tyre without crossing any of the grooves,

wherein each groove of the at least one third row comprises a substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from the first shoulder end of the tyre, and a second end, far from the second shoulder end of the tyre, and

wherein the grooves of the at least one third row comprise two end portions of the ~~substantially straight~~ substantially straight portion shaped according to curved arcs having opposite curvatures to one another.

Claim 51 (canceled)

Claim 52 (previously presented): The tyre of claim 47, wherein each groove of a first lateral row:

starts from the first shoulder end of the tyre; and

ends in a first straight portion forming an acute angle having a predetermined value with respect to the equatorial plane of the tyre;

wherein the first straight portion comprises a direction opposite to that of a second straight portion of each groove of a second lateral row with respect to the equatorial plane of the tyre.

Claim 53 (previously presented): The tyre of claim 47, wherein the grooves of a first lateral row extend from the first shoulder end of the tyre with inclinations comprising, with respect to the equatorial plane of the tyre, a direction opposite to that of the grooves of a second lateral row.

Claim 54 (currently amended): ~~The A tyre of claim 47, further~~ for a vehicle wheel,
comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves;

at least one third row of grooves; and

a fourth row of grooves circumferentially spaced from one another;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of
the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with
no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of
the tyre,

wherein end portions of the grooves of the at least one third row extend outside a
footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative
to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein paths exist along a rolling surface of the tread pattern from a first shoulder end of
the tyre to a second shoulder end of the tyre without crossing any of the grooves,

wherein the fourth row of grooves is separate from the lateral rows of grooves and the at
least one third row of grooves,

wherein the grooves of the fourth row start from the first shoulder end of the tyre,
between two adjacent grooves of a first lateral row, and

wherein the grooves of the fourth row end between two adjacent grooves of the at least
one third row.

Claim 55 (currently amended): The tyre of claim 54, wherein:

the grooves of the first lateral row and the grooves of the at least one third row form first trajectories;

the grooves of the fourth row and the grooves of a second lateral row form second trajectories;

the first and second trajectories alternate with one another;

the first and second trajectories are circumferentially spaced;

the first and second trajectories comprise a ~~substantially-undulating~~ substantially undulating shape with peaks aligned on a circumferential plane parallel to the equatorial plane of the tyre;

the first trajectories comprise an interruption between the grooves of the first lateral row and the grooves of the at least one third row; and

the second trajectories comprise an interruption between the grooves of the fourth row and the grooves of the second lateral row.

Claim 56 (previously presented): The tyre of claim 47, further comprising:

a fifth row of grooves arranged between the lateral rows;

wherein the grooves of the fifth row are circumferentially spaced from one another,

wherein the grooves of the fifth row are separate from those of the lateral rows of grooves and the at least one third row of grooves, and

wherein the at least one third row of grooves and the fifth row of grooves are symmetrical with one another relative to the equatorial plane of the tyre.

Claim 57 (currently amended): A tyre for a vehicle wheel, comprising:

- a tread band;
- wherein the tread band comprises:
 - a tread pattern;
- wherein the tread pattern is defined between two shoulder ends of the tyre,
- wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and
- wherein the tread pattern comprises:
 - two lateral rows of grooves;
 - at least one third row of grooves; and
 - no circumferential grooves;
- wherein the at least one third row of grooves is arranged between the lateral rows,
- wherein, within each row, the grooves are circumferentially spaced from one another,
- wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,
- wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,
- wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,
- wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre, and

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint, and
wherein the grooves of a first lateral row comprise a form different from the grooves of a second lateral row.

Claim 58 (previously presented): The tyre of claim 57, wherein a maximum distance between two points of each groove of the at least one third row, measured in a circumferential direction, is greater than a length of the tyre footprint when the tyre is inflated to nominal operating pressure and subjected to nominal load under static conditions.

Claim 59 (currently amended): The tyre of claim 57, wherein each groove of the at least one third row comprises a ~~substantially straight~~ substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre.

Claim 60 (currently amended): ~~The A tyre of claim 59~~ for a vehicle wheel, comprising:
a tread band;
wherein the tread band comprises:
a tread pattern;
wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves;

at least one third row of grooves; and

no circumferential grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein each groove of the at least one third row comprises a substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre, and

wherein the grooves of the at least one third row comprise two end portions of the ~~substantially straight~~ substantially straight portion shaped according to curved arcs having opposite curvatures to one another.

Claim 61 (canceled)

Claim 62 (previously presented): The tyre of claim 57, wherein each groove of a first lateral row:

starts from a first shoulder end of the tyre; and

ends in a first straight portion forming an acute angle having a predetermined value with respect to the equatorial plane of the tyre;

wherein the first straight portion comprises a direction opposite to that of a second straight portion of each groove of a second lateral row with respect to the equatorial plane of the tyre.

Claim 63 (previously presented): The tyre of claim 57, wherein the grooves of a first lateral row extend from a shoulder end of the tyre with inclinations comprising, with respect to the equatorial plane of the tyre, a direction opposite to that of the grooves of a second lateral row.

Claim 64 (currently amended): ~~The A tyre of claim 57, further~~ for a vehicle wheel, comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves;

at least one third row of grooves;

a fourth row of grooves circumferentially spaced from one another; and

no circumferential grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein the fourth row of grooves is separate from the lateral rows of grooves and the at least one third row of grooves,

wherein the grooves of the fourth row start from a shoulder end of the tyre, between two adjacent grooves of a first lateral row, and

wherein the grooves of the fourth row end between two adjacent grooves of the at least one third row.

Claim 65 (currently amended): The tyre of claim 64, wherein:

the grooves of the first lateral row and the grooves of the at least one third row form first trajectories;

the grooves of the fourth row and the grooves of a second lateral row form second trajectories;

the first and second trajectories alternate with one another;

the first and second trajectories are circumferentially spaced;

the first and second trajectories comprise a ~~substantially-undulating~~ substantially undulating shape with peaks aligned on a circumferential plane parallel to the equatorial plane of the tyre;

the first trajectories comprise an interruption between the grooves of the first lateral row and the grooves of the at least one third row; and

the second trajectories comprise an interruption between the grooves of the fourth row and the grooves of the second lateral row.

Claim 66 (previously presented): The tyre of claim 57, further comprising:
a fifth row of grooves arranged between the lateral rows;
wherein the grooves of the fifth row are circumferentially spaced from one another,
wherein the grooves of the fifth row are separate from those of the lateral rows of grooves
and the at least one third row of grooves, and
wherein the at least one third row of grooves and the fifth row of grooves are symmetrical
with one another relative to the equatorial plane of the tyre.

Claim 67 (currently amended): A tyre for a vehicle wheel, comprising:
a tread band;
wherein the tread band comprises:
a tread pattern;
wherein the tread pattern is defined between two shoulder ends of the tyre,
wherein the shoulder ends of the tyre are axially opposite one another relative to an
equatorial plane of the tyre, and
wherein the tread pattern comprises:
two lateral rows of grooves; and
at least one third row of grooves;
wherein the at least one third row of grooves is arranged between the lateral rows,
wherein, within each row, the grooves are circumferentially spaced from one another,
wherein the grooves of the lateral rows axially extend from respective shoulder ends of
the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint, and

wherein the grooves of the at least one third row cross the equatorial plane of the tyre, and

wherein the grooves of a first lateral row comprise a form different from the grooves of a second lateral row.

Claim 68 (previously presented): The tyre of claim 67, wherein a maximum distance between two points of each groove of the at least one third row, measured in a circumferential direction, is greater than a length of the tyre footprint when the tyre is inflated to nominal operating pressure and subjected to nominal load under static conditions.

Claim 69 (currently amended): The tyre of claim 67, wherein each groove of the at least one third row comprises a ~~substantially straight~~ substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first

end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre.

Claim 70 (currently amended): ~~The A tyre of claim 69~~ for a vehicle wheel, comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves; and

at least one third row of grooves;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein the grooves of the at least one third row cross the equatorial plane of the tyre,

wherein each groove of the at least one third row comprises a substantially straight portion extending, at a predetermined inclination angle with respect to the equatorial plane of the tyre, between a first end, far from a first shoulder end of the tyre, and a second end, far from a second shoulder end of the tyre, and

wherein the grooves of the at least one third row comprise two end portions of the ~~substantially straight~~ substantially straight portion shaped according to curved arcs having opposite curvatures to one another.

Claim 71 (canceled)

Claim 72 (previously presented): The tyre of claim 67, wherein each groove of a first lateral row:

starts from a first shoulder end of the tyre; and

ends in a first straight portion forming an acute angle having a predetermined value with respect to the equatorial plane of the tyre;

wherein the first straight portion comprises a direction opposite to that of a second straight portion of each groove of a second lateral row with respect to the equatorial plane of the tyre.

Claim 73 (previously presented): The tyre of claim 67, wherein the grooves of a first lateral row extend from a shoulder end of the tyre with inclinations comprising, with respect to the equatorial plane of the tyre, a direction opposite to that of the grooves of a second lateral row.

Claim 74 (currently amended): ~~The A tyre of claim 67, further for a vehicle wheel,~~
comprising:

a tread band;

wherein the tread band comprises:

a tread pattern;

wherein the tread pattern is defined between two shoulder ends of the tyre,

wherein the shoulder ends of the tyre are axially opposite one another relative to an equatorial plane of the tyre, and

wherein the tread pattern comprises:

two lateral rows of grooves;

at least one third row of grooves; and

a fourth row of grooves circumferentially spaced from one another;

wherein the at least one third row of grooves is arranged between the lateral rows,

wherein, within each row, the grooves are circumferentially spaced from one another,

wherein the grooves of the lateral rows axially extend from respective shoulder ends of the tyre to predetermined distances from the equatorial plane of the tyre,

wherein all of the grooves are separate from one another so as to produce a pattern with no intercommunicating paths between the grooves,

wherein ends of the grooves of the at least one third row are far from the shoulder ends of the tyre,

wherein end portions of the grooves of the at least one third row extend outside a footprint of the tyre,

wherein a greater dimension of each of the grooves of the at least one third row relative to a length of the tyre footprint allows water drainage from underneath the tyre footprint,

wherein the grooves of the at least one third row cross the equatorial plane of the tyre,

wherein the fourth row of grooves is separate from the lateral rows of grooves and the at least one third row of grooves,

wherein the grooves of the fourth row start from a shoulder end of the tyre, between two adjacent grooves of a first lateral row, and

wherein the grooves of the fourth row end between two adjacent grooves of the at least one third row.

Claim 75 (currently amended): The tyre of claim 74, wherein:

the grooves of the first lateral row and the grooves of the at least one third row form first trajectories;

the grooves of the fourth row and the grooves of a second lateral row form second trajectories;

the first and second trajectories alternate with one another;

the first and second trajectories are circumferentially spaced;

the first and second trajectories comprise a ~~substantially undulating~~ substantially undulating shape with peaks aligned on a circumferential plane parallel to the equatorial plane of the tyre;

the first trajectories comprise an interruption between the grooves of the first lateral row and the grooves of the at least one third row; and

the second trajectories comprise an interruption between the grooves of the fourth row and the grooves of the second lateral row.

Claim 76 (previously presented): The tyre of claim 67, further comprising:

a fifth row of grooves arranged between the lateral rows;

wherein the grooves of the fifth row are circumferentially spaced from one another,

wherein the grooves of the fifth row are separate from those of the lateral rows of grooves and the at least one third row of grooves, and

wherein the at least one third row of grooves and the fifth row of grooves are symmetrical with one another relative to the equatorial plane of the tyre.